

# Oregon Operations

Information that is useful for Oregon Wing membership

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This issue is a continuation of our attempts to keep Oregon Wing members updated on what is happening with reference to Operations. This knowledge should allow you to become more effective in performing your CAP activities.

## Operation Staff

Overall, the Oregon Operations Staff is functioning very effectively. We have been holding our regular telephone conferences for the IC Council, the ES Council, and the ALGM Council. These meetings provide us with the opportunity to profit from an open dialog between the members and the staff.

Because of travel conflicts, we had to reschedule our Operations face-to-face meeting for Thursday, June 1, 2206 at Izzy's Pizza in Wilsonville. Any member who is interested in operations is invited to attend the meeting beginning at 7 pm.

Greg Guy has resigned from the Operations Staff as the Current Operations Directory. This means that we now have an opening for someone who is interested in participating in our Operations program. This position is responsible for monitoring our flying activity and proactively driving programs to improve our flying activities and increasing the hours that we fly. If interested, please contact one of the Operations staff members.

## Aircraft Coming and Going

Last week I talked to the National Headquarters aircraft manager regarding our glider replacement. He indicated that the procurement of our new glider has been approved by the Air Force and an order has been placed. We will be getting our new L23 glider late this summer. It will come without a trailer as they indicate that we will use our old trailer for the new aircraft.

After many false starts and communications between our Wing Commander and the Alaska Wing Commander, we finally got approval to fly our N7343S to Alaska and to bring our "new" C172 back to Oregon. Sony Adcock and Scott Bartholomew departed from Hillsboro on Memorial Day enroute to Anchorage. They made it to Ft Saint John the first night, to Whitehorse on Tuesday night, then arrived in Anchorage late on Wednesday night. It took them 18.1 flight hours to make the trip with many delays for weather. Weather permitting; they plan to leave Anchorage on Thursday, June 1 to begin their trip back home.

The C172 that we are getting (N98426) is a C172P model with an Air Plains 180 hp conversion. It has a glider tow hook and should be more than adequate to tow our glider when we get it.

The Air Plains 180 HP offers substantially increased climbing and cruising performance, along with the ability to increase the overall load carrying capability. Conversion flight tests have proven a 15 -20 mile per hour increase in cruise speed, and a 400-500 foot per minute increase in the rate of climb. The conversion increases the gross weight limit of a C172 over 200 pounds and gives us a safe aircraft for 3 persons using our 60 hp rule. With the Air Plains package, utility category maneuvers are still FAA approved when the aircraft is loaded at or below 2000 pounds.

The benefits are put into perspective by comparing the converted C172 with a stock Cessna Skylane 182.

	C182	172 Air Plains 180 Horsepower
<b>Cruise</b>	155 MPH	150MPH
<b>Fuel Consumption</b>	13 GPH	10 GPH
<b>Useful Load</b>	1100-1200 LBS	1000-1100 LBS
<b>Engine TBO</b>	1500 Hours	2000 Hours
<b>Rental Rate</b>	\$41/Hr	\$30/Hr

Significant interest has already been expressed by many of our lower time pilots to use the C172 as a stepping stone to becoming proficient to fly our more complex C182 aircraft.

Our SDIS satellite phone has been installed in N9313X and, after being sent back to the factory for DOA, it is fully functional. The aircraft is nearing a 100 hr inspection and it will be relocated to Salem after the June SAREX and its 100 hr inspection.

Our C182, N4934N, had a minor prop strike while returning home from our Bend SAREX. Since the aircraft was very near to its TBO, a new engine is being installed in the aircraft. We are waiting for the engine to arrive and do not have a date for getting the aircraft back into the air.

National Headquarters is here to help...

National Headquarters has rescinded CAPF 60-4. This move allows wings to use ICS forms more suited for the CAP environment. National has made it clear that we are still required to use the standard CAP forms for missions. In Oregon, this is not an issue since the IMU generates all standard forms.

We are now required to input all of our Air Force Approved (mission symbol A and B authorized by AFRCC, AFNSP, NOC, and 1<sup>st</sup> Air Force) missions and

sortie information into WMIRS. We have implemented this requirement by tasking our alerting officer to input the mission request into WMIRS, then having the IC use the IMU to generate a WMIRS summary report at the close of the mission and email it to our Wing Admin (Terry McCabe) who will input the information into WMIRS.

National Headquarters has introduced a new Pilot information module into MIMS. This new module has had significant input from users and is very user friendly, supports all aspects of the pilot information database, and passes the information to the WMU. Although you should not input data into this module until we announce that you should, please go to the E-Services page at National Headquarters and become familiar with its features. Later in June, the WMU will be modified so that, when you click on the WMU pilot module, you will be redirected to the MIMS pilot module.

### Wing Pilot files

Our requests in last two month's newsletter for help in getting current documentation for our wing pilots and our check pilots seems to have been pretty much ignored. I have only received the needed documents from one pilot. The wing files are certainly not current and we need your help to getting the documentation to us that is required. If you are a member of Wing Headquarters (OR-001) or you are a check pilot, please get a copy of your pilot license, your instructor license (include a legible copy of the back with expiration dates), and your latest medical certificate. If you could also look in CAPR 60-1 and copy the statement of understanding, then sign it and send it along with the documents listed above. Please send these to the DO's home address (Peter Andersen, 39505 SW Gibson Rd, Gaston, Or 97119). When the July pilot listing is published, those pilots who have not submitted the required documents will not be listed.

### Oregon Wing Policy Updates

We have not yet developed our policy for conducting CAPF 91 check rides. Hopefully, we will be able to get this information out soon.

Remember that you must have a functioning ELT practice beacon for your checkride.

There has been some confusion about pilots getting a CAPF-5 checkride during our funded training missions. Our policy is clear. Pilots are responsible for getting their own CAPF-5 check rides and our training funding will not be used to perform these rides. We will allow members to get a non-mission CAPF 99 release on Sunday when we have a training mission that runs through Sunday. You will have to pay for the flight time and fuel from you own pocket.

When you are entering flight times into the aircraft log, please remember to use the policy that, if the number is in the process of moving to the next number, **always round up** to the higher number.

Let's all make certain that we use the WMU aircraft scheduling tool to schedule the aircraft. We have had several cases where an aircraft was flown by a member who did not schedule the aircraft and the person who had scheduled it arrived at the airport to find it not there. Always check the WMU aircraft schedule to make certain that you have the aircraft scheduled before you attempt to get a flight release.

From the desk of Standards/Evaluations

Scott has been busy getting ready for the trip to Alaska to get the C172 and will have information for the July newsletter.

From the desk of Current Operations

Our flying activity is moving in the right direction. We flew our aircraft over 164 hours in May. Looking at our hours for the previous 12 months versus the 12 months previous to January, we have flown 800 hours in this period versus 755 hours in the previous period.

We are starting to see some activity in our B12 mission symbols. Let's all work to get more time in this symbol as it is the cheapest and most effective way to fly (considering the tax advantages).

From the desk of Emergency Services

**Bend SAREX Recap**

The recent SAREX held in Bend OR was a great success. On the weekend of May 5-7 we had 7 aircraft flying 28 sorties for over 42 hours. 43 personnel spent 820 man-hours over the three days of the exercise. Everyone that wanted to fly as an aircrew or work in the ICP on staff had a chance to be trained in those areas. Most aircrew members had two sorties each on Saturday in addition to flying to and from the incident base in Bend.

The Bend squadron were great hosts making sure we had coffee, donuts and lunch for Saturday and Sunday as well as organizing a BBQ for Saturday night. The flight school facilities that we used for the ICP were also great and helped us to establish an ICP that contributed to the smooth running of the exercise.

One of the challenges for the staff was handling a number of CAP members who were not properly qualified for the positions they wanted to perform or did not have the proper documentation on their person nor in the WMU.

All personnel attending either an exercise or a actual incident must carry copies of their ES Qualifications (101 card) and any appropriate SQTR for the qualifications for which they are training. This is necessary in the event there is a discrepancy with the WMU or we have to operate with out Internet access. We

had to make last minute changes to some flight crews because of confusion over the qualifications of some of the crew members. If an individual that is not properly credentialed for the assignment they are given (such as an aircrew member), and an accident occurs, that member will, most likely, not be covered by any insurance. So remember, bring your paperwork.

### More Legal Stuff

Legal requirements and increased reporting has resurfaced some paperwork issues regarding vehicles that are used on SAREXs and actual incidents for ground and UDF teams. All vehicles to be used for ground or UDF sorties must be approved, in advance, by the unit commander of the member's unit using the approval feature in the WMU. Instructions have been sent out on CAPTALK at least twice this year. The IMU checks for this approval and will not allow the use of an unapproved vehicle.

The starting and ending odometer or the total miles driven must be recorded in the CAPF 109 (Ground Team Clearance Form) for each vehicle (one vehicle for each CAPF 109). IC/Ground Branch Directors will be requesting this information during debriefing. The best thing to do is to get your starting mileage and advise your briefer before leaving or, when you go on the air, advise the IC of your starting mileage at that time. When you get back to your home base, note the ending mileage and advise your debriefing so that the information can be added to the CAPF 109.

It is not necessary to have your fueling information in order to debrief from an incident. Generally, you should fuel up before you get back to your home base and then you would have the information which you can then provide to the briefer.

### Who can go on a UDF Team?

This sounds like an easy question (like were do they bury the survivors if a plane crashes on the border between Oregon and Washington), but it seems to be a challenge. Beside UDF and GMT members, we can use pilots for ELTs on airports. What we have been doing, and I am not going to allow in the future, is to try and use MROs as the "radio operator." Beside the fact that UDF members are supposed to be able to work the radio themselves, it is really not too difficult to obtain an SQTR for UDF. So, if you want to go out on UDF incidents, open an SQTR for UDF and we will keep you busy.

## The DRE that ate Oregon

We have been informed by Pacific Region that the third portion of the DRE II exercise is scheduled for Aug 25-27 (which is a weekend). We have further been advised to obtain additional funding which comes to about 40 hours of flying. This is an additional major training incident for the year over and above what we have had planned. This is a major exercise for the Region and will involve all PCR wings working together for many of the tasks.

Our spies have told us that some of the activities will include a transport relay to move a passenger from Seattle to Southern California over a two day period and include specific areas for aerial observation. This will require timing between the Wings for the handoff between flights. We have also been told that there will be some type of airborne radio relay associated with those flights. In addition, we expect other transport request, photo recon and a ground/air communications exercise.

Although we have not yet prepared our Operations Plan for this exercise, the current thinking is that it will be managed as a distributed incident with aircraft launching from their home bases (Bend, Eugene, Hillsboro, Medford, and Troutdale). The ICP may be in Beaverton. Crews will be remotely briefed and we are expecting to want to have the units with aircraft provide briefers, a computer on the IMU, internet access and communications from the airport at which their aircraft is based. It is not clear if there will be any ground activity, however, we will want those ground assets that we have to be collocated at one of the airports basing an aircraft.

It is expected that some of the assignments ORWG will be given will be TIME SENSITIVE meaning we will have to be at a particular location to photograph an event or meet some other asset at a specified time. These means that crews will need to be ready to launch as soon as they can be briefed so they will have to be located with their aircraft.

Please mark you calendars for this activity and make unit and individual plans accordingly. As more information becomes available, it will be distributed by email.

## Renewal of ES Qualifications

Over a year ago, when 60-3 changed with the new requirements for renewal of ES qualifications went into effect, everyone's ratings that were current at that time were all extended into the summer of 2007. Newly qualified members where given a three year validation for their new ratings. Under the old system,

ES qualifications were renewed by mission participation. Thus, we had members constantly being extended and everyone with staggered renewal dates.

This extension puts us in the position of having many members all with ES qualifications that expire about the same time. In addition, we have been looking at the requirements for renewal and found that, as the regulation is written, members will have to re-demonstrate all of the tasks for their qualifications. As one can imagine, this would be a massive task.

The ES Program Council is looking into renewal and we are hoping to obtain some relief on the requirements so that we can scale back the number of tasks to be re-demonstrated to the key/critical tasks for each qualification. In any case, we expect to put a training program together that will help everyone to re-qualify in time.

Late news – We have received approval for an additional \$9,000 dollars to use in this years SAREX training (compared to our original allocation of only \$12,000). This means that we can expect significant training opportunities this summer.

### From the desk of Counter Drug

I sure wish you had been able to make the Tuesday meeting. It was attended by over 20 law enforcement type folks from a variety of agencies, federal, state and local. Just one agent, Ron Nelson from the Dept of Justice has over tasked our CD program as it stands right now. He asked if I could provide a highbird for their helicopter working central Oregon this summer. I said "Sure, when and how long?" His answer blew me away. from early July to mid August they will be flying low level eradication missions for 8 hours a day, 5 days a week for 5 weeks. I asked Ed Van Dusen from Washington if he might have any "loaner" crews and he said if he can't help we can call on Nevada Wing to assist like he does with us to assist on Operation Evergreen on the Canadian border. And yes, Evergreen is running again this year, even bigger than the previous 2 years.

Bill Elliott from the BLM wouldn't get specific about dates and durations, but he also wants our support and has close to \$200,000 to fund the positioning of an Archer ship in the Portland area for several weeks this summer. Dick Shortridge is planning to go to California to check out in the Gippsland and wants me to get to the Archer school ASAP. Working on it!! This is really looking like a joint Oregon / Washington combined operation. Yes, I know Washington is going to try to be the "big kid on the block", Ed Van Dusen is not known for being the shy retiring type. However, if I'm going to get steamrolled, I'm gonna be kicking and screaming all the way to the asphalt.

From the desk of Aircraft Maintenance

We currently have only 5 corporate aircraft that are flyable (assuming that the C172 gets back to HIO on time). We hope to stop the “musical chairs” movement of the aircraft after the June exercise and units should be able to keep “their” aircraft.

From the desk of Communications

Communications did not submit a report this month. We look forward to have Dan's comments in the July newsletter.

Upcoming Event/Activities

- Jun 16/17/18, SAREX , Aurora
- July 8, Observer School, Portland
- July 14/15/16, SAREX, North Coast – Tillamook
- Aug 4/5/6, Monitored SAREX, Eugene
- Aug 25-27, PCR DRE II, Distributed - ICP Beaverton